



HONDA XR650L

# Exhaust Installation

Thank you for purchasing an FMF muffler for your **Honda XR650L**. We have spent countless hours of R & D and testing to ensure you receive the highest quality product on the market today.

All FMF products are developed using the most current design and manufacturing technologies available. We use only the highest quality materials for function and durability. The muffler is constructed of an extruded aluminum canister with a stainless steel mandrel bent mid-pipe. Hi-Flo endcaps are fitted to both ends and we utilize advanced multi stage packing material.

This muffler is specifically engineered to broaden your existing powerband and give you an all-around power increase with substantial weight savings. Bolt on FMF performance and **FEEL THE POWER!**

**ATTENTION**  
This product is designed for closed course use only unless otherwise stated and not intended to meet emission regulations for use on public lands, roads, or access routes - consult with local jurisdictions.

**Please read all instructions thoroughly before installation.** Failure to follow all installation instructions completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage. Before you begin installing this product, be sure you are wearing eye protection and gloves. You should have a complete understanding of how to remove and replace your stock exhaust otherwise have your new FMF muffler installed by a professional mechanic. Keep all stock hardware when removing your exhaust, as some components may be necessary to install the FMF exhaust depending on your application.

PARTS SUPPLIED		TOOLS REQUIRED	
(1) Q2 Muffler	041141	(1) Band Clamp	940085
(1) Strap Bracket	940326		
(1) Strap Bracket Rubber Sleeve	900446		
(1) 6mm Nut & Bolt	920140/921025		
(1) 6mm x 65mm Bolt	921045		
(1) Aluminum Spacer	920095		
		8mm Wrench	WD-40®
		10mm Wrench	
		12mm Wrench	
		Vise Grip Pliers	
		Contact Cleaner	
		High Temp Silicone	

- REMOVAL**
1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
  2. Remove the right side panel to gain access to the muffler.
  3. Loosen the stock band clamp over the muffler midpipe/header connection.
  4. Loosen and remove the front lower stock muffler bolt; keep for re-assembly.
  5. While holding the muffler, loosen and remove the remaining stock muffler mounting bolt.
  6. Gently slide the muffler rearward to release the midpipe from the header. Use WD-40 in the mid-pipe/header junction to help ease removal. Remove stock header gasket.

- PRE-INSTALLATION**
7. Remove stock bolt from the right turn signal, Keep stock nut for later use.
  8. Install the supplied rubber sleeve onto the supplied muffler strap bracket so the rubber is on the inside of the bracket. Make sure the outer lip is over the bracket edge fully. No rubber should be in the area where the bracket tabs pinch together.
  9. Using contact cleaner, clean the slip fit section of the header where the the midpipe connects. Allow to dry then lightly coat with a bead of high temp silicone for an improved seal.

## INSTALLATION

10. Gently slide the FMF muffler onto the header. Wipe away any excess silicone.
11. Insert the stock muffler mounting bolt through the front lower mount in the subframe threading it into the muffler midpipe; do not fully tighten at this time.
12. Carefully slide the supplied strap bracket/rubber sleeve over the muffler and position it to the rear turn signal mounting point. Make sure the "inside" sticker on the bracket is towards the subframe (fig.1).
13. Pinch the strap bracket tabs together and insert the supplied 6mm x 65mm bolt through the turn signal mount and strap bracket threading into the subframe with the supplied spacer between the turn signal mount and strap bracket. Thread the stock nut to the bolt.
14. Make sure the header and muffler are in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer's specifications, starting at the midpipe and working to the back.
15. Inspect the complete exhaust to make sure there is no contact with the frame, shock spring, engine, body panels or any cables, hoses or wiring. The exhaust system should only be in contact with the exhaust port and mounting points. Confirm all controls operate in accordance with manufacturer's specification.

## POST-INSTALLATION

16. We recommend using high temp silicone for an improved seal. Please follow instructions for the silicone and allow sufficient time to dry before starting the engine.
17. Before operating your vehicle, we recommend either stock jetting or installing our Power-Up Jet kit for optimum performance. Our jetting recommendations are to be used as a guide only and were developed based on operation at sea-level at 70 degree ambient air temperature. There are too many variables outside our control to give you exact specifications. If you're not capable of tuning a carburetor yourself, please find a mechanic in your area.
18. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
19. Let engine cool completely and re-torque all mounting hardware to manufacturer's specifications.

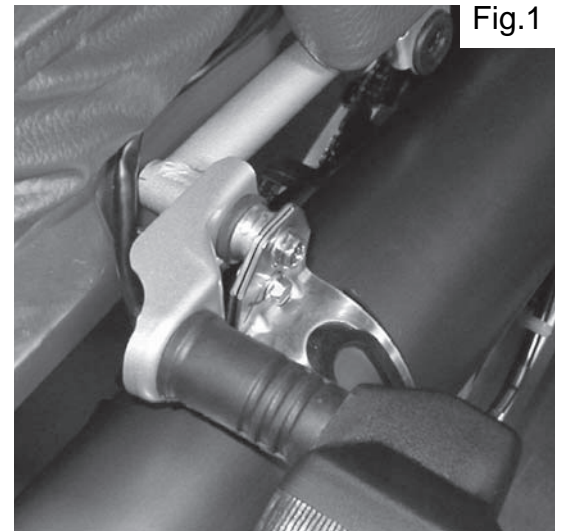


Fig.1

## MAINTENANCE

To clean your FMF muffler, allow to cool. Do not spray water onto a hot exhaust. Dry completely to prevent streaking. Mild soap and water are recommended on the muffler canister to reduce streaking and uneven discoloration.

We recommend repacking your FMF muffler after every 20-30 hours of normal use when properly jetted. This will maintain peak performance and keep that race tone. Water will ruin the packing. Cover the exhaust outlet when washing your machine. Repack your muffler if water gets inside and saturates the packing material. FMF offers a variety of packing materials to choose from. If your FMF muffler has a spark arrestor screen, we recommend cleaning it gently using a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler. There is no need to remove the rear endcap. Gently slide the midpipe and core out the front of the muffler canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the muffler. Unwrap the packing from the core and discard. Wrap the core with new packing and secure with two strips of 1/2" masking tape around the packing 2" from each end. Do not pack too tightly as this will hinder performance and increase the sound level. Before re-installing the inner core assembly, apply a thin layer of high temp silicone on the front endcap where it makes contact with the canister. Slide inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Wipe off any excess silicone. Re-install the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister. Allow silicone to dry before starting engine.

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